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8. (NEW) A method for testing the function of an electrohydraulically controlled automatic transmission comprising the step of simulation of a vehicle operation wherein the input shaft of the transmission is connected with a driving source which produces preset rotational speeds and load ratios, the output shaft of the transmission being connected with a stationary torque-transmitting hub and the shifting elements existing in the transmission being tested when the output shaft is blocked with an input rotational speed which exactly suffices to supply, with hydraulic pressure, the pressure-setting elements for the shifting elements, a characteristic quantity being determined and indicated or stored.

9. (NEW) The method according to claim 8, comprising the step of using one of the setting element current at which the shifting element slips and at which the slip tends toward zero when the shifting element closes as the characteristic quantity.

10. (NEW) The method according to claim 8, comprising the step of using the hysteresis of the current threshold between opening and closing of the shifting element as the characteristic quantity.

11. (NEW) The method according to claim 8, comprising the step of using the slip rotational speed of the shifting element as the characteristic quantity.

12. (NEW) The method according to claim 8, comprising the step of using the torque transmitted to the torque hub as the characteristic quantity.

13. (NEW) The method according to claim 8, comprising the step of using the time needed to shift a shifting element with positive engagement as the characteristic quantity.

14. (NEW) The method according to claim 8, comprising the step of engaging the individual shifting elements are engaged successively, the shifting elements already tested remaining closed.

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Claims

1. Method for testing the function of an electrohydraulically controlled automatic transmission upon a testing stand by simulation of a vehicle operation wherein the input shaft of the transmission is connected with a driving machine which produces preset rotational speeds and load ratios, characterized in that the output shaft of the transmission is connected with a stationary torque-transmitting hub and that shifting elements existing in the transmission are tested when the output shaft is blocked with an input rotational speed which exactly suffices to supply with hydraulic pressure the pressure-setting elements for the shifting elements, a characteristic quantity being determined and indicated or stored.

2. Method according to claim 1, characterized in that as characteristic quantity is used the setting element current at which the shifting element slips or at which the slip tends toward zero when the shifting element closes.

3. Method according to claim 1, characterized in that as characteristic quantity is used the hysteresis of the current threshold between opening and closing of the shifting element.

4. Method according to claim 1, characterized in that as characteristic quantity is used the slip rotational speed of the shifting element.

5. Method according to claim 1, characterized in that as characteristic quantity is used the torque transmitted to the torque hub.

6. Method according to claim 1, characterized in that as characteristic quantity is used the time needed to shift a shifting element with positive engagement.

7. Method according to at least one of the preceding claims, characterized in that the individual shifting elements are engaged successively, the shifting elements already tested remaining closed.

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